PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

BULLETIN] AUGUST 28, 1943 [No. 161

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

LECTURE CLXI.

IN GERMANY TO-DAY.

Kenneth De Courcy.

(With acknowledgments to the Illustrated Weekly of India).

There are many stories about conditions in Germany. Yet despite them all, it is very hard to visualize how things really are. Perhaps a summary of what an eye-witness has seen for himself in the provinces from the summer of 1940 until now may help us to understand the true condition of our enemy's affairs. The winter of 1939 had been extremely severe. An administrative breakdown, due to bad communications and the weather, made nearly every one short of fuel and great suffering was caused. But morale remained unshaken.

In August, 1940, the restaurants were crowded with chattering, laughing people. All classes were intoxicated with victory. The quick decisive campaigns in Poland, Scandinavia and the West had raised morale to the highest pitch. Doubters and pessimists had been converted. Nearly every one believed Hitler and the German Army to be invincible. A new era—a German era—had come.

The swift and decisive victories in the Balkans were received with satisfaction, and later the tremendous advances right to the outskirts of Moscow were consoling. The first cold shudder of fear which passed through the nation as a whole was when the last-minute collection of winter clothing was made in the autumn of 1941. The people knew then that no preparations had been made for a winter campaign and that no such campaign had been expected. Everyone in Germany knew that something had gone wrong—something very big.

Soon the gay and crowded restaurants with their laughing and chattering patrons began to grow silent. They did not become less crowded, because it was not easy to arrange meals at home. About 50 percent of the population now eats a large proportion of its food in a public place of some kind. But the crowds are silent. Every one seems to talk in whispers. There is no laughing, and at one table out of three in most restaurants there are people in heavy, dark mourning.

The scene, and opinion, have both entirely changed. Hardly anyone now believes that Britain and America can be defeated and decisive victory won. The most optimistic think that with further great sacrifice perhaps the Russians could be knocked out and the British and Americans induced to compromise.

The change is remarkable. Perhaps if we compare the two restaurant scenes—the one of 1940 and the other of 1943—we shall have the picture. Laughter and silence. Chatter and furtive whispers. Red wine and water. Belief in victory already gained, and the drab, dark mourning of unexpectedly prolonged war. Widows and mothers for whom the bottom has been knocked out of life. Hundreds of thousands, perhaps millions of them.

MEAGRE CLOTHING.

It is no longer possible to get the meagre amount of clothing allowed on the ration cards. The textile shortage is acute. In some factories Russian women workers have recently arrived with no clothes at all except their outer frocks. During the winter many fainted at their work from the cold, and others contracted serious illness which involved prolonged absence or death.

Managements already desperately short of labour have been frantic. In one recent case tremendous pressure was brought upon the Government to make a grant of clothes for these unfortunate women. After weeks of haggling a small stock of bare necessaries arrived with the instruction that the clothes should be numbered, and in the event of the death or departure of the person to whom the clothes were allotted, that they should be returned to the factory to be used by the next person employed at the same work. It is a pretty desperate state of affairs when even the meanest underclothing becomes the marked property of the State.

Conditions in foreign workers' camps are often deplorable, and in many morale is low.

In street after street the traveller may see closed shops, now often used as private dwellings owing to the shortage created by bombing and military requirements. In Berlin a priority list of prospective tenants for closed commercial premises has been drawn up. Under a Decree for the Control of Dwelling Space all householders with more than one residence, and all single persons keeping a separate residence, were compelled to register.

The few shops which are still open have little to sell. Windows are empty. Shelves are bare. Household articles are almost unobtainable. In railway restaurants one is often asked to leave a deposit for a knife and fork!

Family life is fast disappearing. Nearly everyone is engaged on long hours of war work somewhere, meals being eaten at the canteen or in restaurants. In addition to ordinary hotels and restaurants there are three main public feeding systems:—

(*a*) The industrial canteens of which there are nearly 12,000, feeding 3½ million workers.

(*b*) The central kitchens of which there are about 15,000, feeding 4,200,000 German and foreign workers.

(*c*) The communal restaurants of which there are more than 200. Most of these are in the larger towns.

The disappearance of family life and small, private enterprise is bolshevizing a hitherto middle-class nation. It is a remarkable phenomenon. It is a process portending dark, sinister tragedy for millions.

In some factories where working hours have been increased, German workers have protested. They have said they will only accept an extension of hours if given more food.

One of the most noticeable things in Germany to-day is the growing shortage of oil. Taxis have disappeared from the streets. Private motor-cars can only be used on the most vital business. Farmers are being forced to use substitute fuels, and there are a dozen other signs.

But, most important of all, observers have noticed a big decline in the use of aircraft on manoeuvres and exercises. People who live near important aerodromes which a short time ago were the scenes of restless activity have noticed it. Aircrews were being trained night and day. Aircraft roared overhead at all hours. Now there is comparative silence and it is believed this is due to lack of aviation spirit.

Nothing has been more striking in recent weeks than the degree of attention given to the home front. Battle news has had a second place. The theme of German internal propaganda has been concentration of all national resources to beat the Russians. The elaboration of this theme has been considerable; defence in the West and trusteeship for Europe against Bolshevism. There is a good deal of emphasis on the theme that the war with Russia was absolutely necessary. This is stressed because there are people who have been asking whether it wasn't an absurd adventure for which there was no need.

QUEST FOR SCAPEGOAT.

There has been a distinct tendency throughout the whole nation to seek a scapegoat for the military reverses on the Eastern front, especially the loss of Stalingrad and Orel. This is another new development in German opinion of great significance. There have been distinct outbursts of public feeling.

The new call-up has been drastic. A division has been scraped together from officials and others who had dug themselves in in the comfortable civilian positions in occupied Poland. The propaganda Ministry has also been combed of several hundred young men of military age. There have also been many transfers of men from non-combatant military services to fighting units. Boys begin preliminary war duties at 15½. Even some boys of 14 have been mobilized to do service on a certain number of nights as fire watchers in schools and public buildings.

The whole national scene is grey and drab. All that the German people care for most is disappearing. There is no prospect of victory. There is no prospect of peace. Everywhere the Gestapo and S. S. have larger powers and are using them more ruthlessly. Party propaganda is intense and there is a lot of spying by members. Children and young people are ferreting out those who listen to foreign broadcasts and this has created a nasty atmosphere.

Everywhere there is the mark of war and the sign of crisis. It is to meet this very grave situation that the Germans have embarked upon their new policy. The need is desperate.

Does all these mean collapse is near? We think not. Many of the dismal signs are, in fact, due to a superhuman concentration upon the prosecution of the war. We shall see fiercer fighting than ever yet imagined before the Nazi machine is crushed. There is plenty of fight left in the German army, which is still supported by a powerful air force and the U-boats. It would be madness to underrate the enemy. We are prone to do so upon the slightest excuse.

WEEKLY WAR SUMMARY.

21—8—43 to 27—8—43.

Italy.—The softening process continues. Allied Air Forces have now been joined by artillery across the Straits and the Royal Navy.

Railway yards and stations, bridges and highways, landing craft and truck convoys have been attacked. Communication centres like CASTRO VILLARI and BATTIPAGLIA have been bombed, as well as boats along the west coast by which the Germans tried to escape. REGGIO di CALABRIA has been evacuated.

Aug. 17.—The LIPARI and STROMBOLI Islands flanking SICILY were occupied.

Aug. 18.—Bridges and power installations at GIOJA TAURO and PALMI in the Gulf of GIOIA were bombarded from the sea.

Aug. 18 and 19.—Seven landing craft were sunk off SCALEA on the west coast of CALABRIA.

Aug. 20 and 21.—Railway communications at VILLA LITERNO, AVERSA, BENEVENTO, TORRE ANNUNCIATA, RIPOLTA, SALA, CANCELLO, POMIGLIANO, DARCE and SALERNO, all round NAPLES were bombed.

Russia.—*Aug. 23*—KHARKOV, the second capital of the UKRAINE, was recaptured by the Russians. This is the fourth-time during the war that the city has changed hands. By its capture the way has been opened for an advance into the UKRAINE. After taking the city the Soviet armies are advancing on the Donetz basin and waging successful battles in the DONBAS, in the area south of IZYUM and VOROSHILOVGRAD.

Air-war over Germany.—The following places were raided :—

Aug. 17—PEENEMUNDE (containing Research and Development Department Establishments), SCHWEINFURT and REGENSBURG (containing ball and roller bearing plants).

Aug. 22—LEVERKUSEN (the home of the great Bayer Chemical works).

Aug. 23, 24 and *25*—BERLIN.

The Pacific.—KISKA has been occupied, the enemy having previously escaped presumably under cover of fog. American and Canadian forces landed on Aug. 15.

POMALAA in DUTCH CELEBES—the centre of the Japanese Nickel-mining industry was bombed and serious damage was caused to warehouses, mills and ships.

The fall of SALAMAUA is imminent. GOOD VIEW JUNCTION, MT. TAMBW, ORODUBI, KOMIATUM, and ridges near KENNEDY CROSSING all near and round SALAMAUA have been taken.

China.—The Japanese attacked TENGCHUNG, on the W. bank of Salween. TANGSHU KOYANG and TAYAH. They raided CHUNGKING with 27 and 47 air-craft on Aug. 22 and 23. Chinese planes intercepted. On the first day a bomber was shot down and on the second day 2 zeros were destroyed, and a third was forced to land. 5 bombers were also destroyed.

American bombers raided the Tianho air-field in CANTON on Friday last.

Burma.—Allied Air Forces raided the following places during the week :—

Aug. 18—KATHA and BHAMO.

Aug. 19—RANGSE, HANGSU, RANNU, LAKCHANG, SHINGKAN, SETON, TARO.

Aug. 22—SAGAING, MANDALAY, MEIKTILA, Shipping along the CHINDWIN, North of ALON, PAKOKU, MONYWA, TIANGZUB, NSOLZUP, KYAUKPYU.

Aug. 23—a 300-ft. freighter at CAR NICOBAR ISLAND, PAKOKKU, MEIKTILA, MYTINGE.

Aug. 24—Sampans on the IRRAWADDY, the Lower Chindwin and the Kaladan; BAGUNA, KANBALU, THITYABIN, and YAMETHIN.

ALLIED AIR RAIDS.

16—8—43. (Monday).

EUROPE (German occupied).

Day:—

The air-field at LE BOURGET, POIX, ABBEVILLE, BERNAY, TRICQUEVILLE and AMIENS (all in France) (19 enemy planes destroyed; 20 enemy aircraft probably destroyed; 12 Allied planes missing).

EVENING:—

Steel works near VALENCIENNES (France) (6 Allied planes missing).

ITALY and the MEDITERRANEAN.

Communications and motor transport in South ITALY.

Roads and railway bridges in South ITALY.

Enemy shipping in the TYRRHENIAN Sea.

Air-fields near FOGGIA.

The landing ground at TORTORELLA and SAN NICOLA (Italy).

RUSSIA.

(78 enemy planes shot down).

Air combats and grounded aircraft all along the Russian Front.

German ammunition dumps at the railway junctions of BRYANSK I, BRYANSK II, ROSLAVI, SLAVYANSK and BARVENKOVO.

FAR EAST.

Oil storage tanks in BALIK PAPAN (Borneo).

LANGGOER and SAUMLAKI (Tanimbar group).

Dump area near GASMATA (N. Britain).

Enemy barges off the SAIDON shore (N. Guinea).

VILA air-field in KOLOMBANGARA.

Military installations at REKATA BAY.

Enemy shipping in the Gulf of MARTABAN (Burma).

Barges on the MAYU, KALADAN and CHINDWIN Rivers.

17—8—43 (Tuesday).

EUROPE (German occupied).

DAY:—

The air-field at ISTRES, LETUBE and SALON (all in South France).

Railway junctions and aircraft factories at SCHWEINFURT and RAGENSBURG (Germany).

NIGHT:—

(42 Allied planes missing; 4 enemy planes destroyed).

Research and development establishment at PEENEMUNDE.

BERLIN (Capital of Germany).

Air-fields and railway targets in FRANCE and the LOW COUNTRIES.

ITALY and the MEDITERRANEAN.

Evacuation beaches and roads in the TOE of ITALY.

Communication centre of CASTRO VILLARI (Italy).

Railway yards at BATTIPAGLIA.

Roads and bridges in southern ITALY.

RUSSIA.

(129 Axis planes destroyed).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap air-field at WEWAK (New Guinea).

The air-field at VILA (Kolombangara).

Jap installations at MEIKTILA (Burma).

Supplies sampans on the IRRAWADDY (Burma).

AKYAB town (Burma).

18—8—43 (Wednesday).

EUROPE (German occupied).

DAY :—

The air-fields at WOENSDRECHT (Holland) and LILLE (France).

NIGHT :—

An E-boat in the English CHANNEL.
Railways and air-fields in Northern FRANCE.

ITALY and the MEDITERRANEAN.

Roads and railways in South ITALY.
Bridges at ANGITOLA (Italy).
Rail communications at PONTIODI and STALETTI (Italy).
Marshalling yards at CROTONE (Italy).
Shipping and harbour installations in the AEGEAN Sea and off west coast of GREECE.

RUSSIA

(96 Axis planes shot down).

Air combats and grounded aircraft all along the Russian Front.
Air-fields at BRYANSK and ROSLAVI.

FAR EAST.

The air-field at WEWAK (New Guinea). (173 Jap planes destroyed).
Enemy freighter off CAPE ST. GEORGE. (N. Ireland).
Enemy barges off New BRITAIN.
Villages along the SALAMAUA area (N. Guinea).
Enemy seaplanes off REKATA BAY.
River ports of KATHA and BHAMO (Burma).
Storage buildings at PROME (Burma).

19—8—43. (Thursday).

EUROPE (German occupied).

DAY :—

Axis air-fields at POIX and AMIENS (France).
Sweeps over northern FRANCE.
German air-fields in HOLLAND.

NIGHT :—

BERLIN (Capital of Germany).
Enemy shipping in the CHANNEL.
Air-fields and railways in FRANCE and BELGIUM.

ITALY and the MEDITERRANEAN.

Railway marshalling yards at FOGGIA (Italy).
Railway targets in South ITALY.
The railway yard at VILA LITERNO (Italy).

RUSSIA.

(118 Axis planes destroyed).

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Air-fields and jetties at KOEPANG (Timor).
Enemy occupied villages on TANIMBAR Island (D. N. Guinea).
A merchantship near EVING.
Enemy camps on GAROVE and MUNDA Islands.
Barges from CAPE OXFORD to CAPE ARCHWAY (N. Britain).
Enemy dumps at GASMATA (N. Britain).
FINSCHHFEN area (N. Guinea).
Barges near LAE (N. Guinea).
Approaches to SALAMAUA (N. Guinea).
Repair sheds and storage buildings at THAZI junction (Burma).
A warehouse at MYINGYAN (Burma).
Railroad yards at NYAUNGBINWUN. (Burma).
The town of MAWLAIK (Burma).
KYAUKPYU (Ramree Island near Burma).

20—8—43 (Friday).

EUROPE (German occupied).

DAY :—

Enemy aircraft factory at FLUSHING.
Railway marshalling yards at ABBEVILLE (France) (1 Allied plane missing).

NIGHT :—

No information.

ITALY and the MEDITERRANEAN.

Railway yards at AUERSA and BENEVENTO near Naples (Italy) (14 Axis planes shot down).
The air-field at MONSERRATO (Italy).
Railway targets in South ITALY.
ROME (only leaflets dropped).

RUSSIA.

(86 Axis planes destroyed).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Enemy luggers near NILA Island.
A cargo ship west of BUKA (Solomons).
Barges at REINBAY and CAPE BUSCHING (New Britain).
WEWAK area (New Guinea).
Troops, quarters and storage buildings at LAK-CHANG GA (Burma).
A supply building at SHINGBAN (Burma).
SETON and TARO (Burma).
Barges on the KALADAN, CHINDWIN, MAYU and IRRAWADDY Rivers.
CANTON (China).

21—8—43 (Saturday).

EUROPE (German occupied).

No information about day and night bombing.

ITALY and the MEDITERRANEAN.

Marshalling yards at CANCELLO (Italy). (25 Axis planes shot down, 2 Allied planes missing).
The air-field at POMIGLIANO DARCE (Naples).
Road targets in the Toe of ITALY.
Marshalling yards at SALERNO (Italy).
A chemical factory at CROTONE (Italy).

RUSSIA.

(53 Axis planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.
Railway trains and military stores at the railway junctions of DEBALTSEVE and ILOVAISKAYA.

FAR EAST.

The enemy's nickel mining centre of POMELAA (Dutch Celebes). (3 Jap. planes shot down, 3 probably destroyed, no Allied loss).
The enemy air-fields in the WEWAK area (New Guinea). (34 enemy planes destroyed).
Enemy bases in TIMOR.
Enemy positions in and around SALAMAUA (New Guinea).
Railway yards at SAGAING (Burma).
Marshalling yards at MANDALAY.
Railway sidings at YWATAUNG (Burma).
Enemy installations in the MEIKTILA area (Burma).
River shipping and storage sheds along the CHINDWIN River (Burma).
Buildings at PAKOKKU (Burma).
Jap installations at MONYWA (Burma).

22—8—43. (Sunday).

EUROPE (German occupied).

DAY :—

The air-field at BEAUMONT-ROGER (France).
Sweeps over occupied COUNTRIES (9 enemy planes shot down; 9 Allied planes missing).

NIGHT :—

Industrial objectives in the RHINELAND including the Chemical works at LEEVERKUSEN (Germany).
Laying mines in enemy waters.
Railway targets and enemy air-fields in FRANCE and BELGIUM. (2 enemy planes shot down; 5 Allied planes missing).

ITALY and the MEDITERRANEAN.

Railway communications at SOLERNO (28 enemy planes shot down).

Shipping around GREECE.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Enemy troop positions in the SALAMAUA area (N. Guinea).

The air-field in the WEWAK area (N. Guinea).

Barges off WEWAK.

The air-field at CAPE GLOUCESTER (N. Britain).

Barges near GRASS Point (N. Britain).

Enemy transports on the GREENWICH Island.

Two factories near THAYET (Burma).

Oil storge near CHAUK (Burma).

Jap rafts north of MAINGKWAN (Burma).

Enemy ration dumps and troop quarters at TIANGZUP and NSOPZUP (Burma).

Barracks area west of KYAUKPYU (Burma).

ENEMY AIR RAIDS.

17—8—43 (Tuesday).

BRITAIN.

One place in East ANGLIA.

RUSSIA.

Air combats over the KARKOV area.

AFRICA.

BIZERTA area (8 enemy planes destroyed).

FAR EAST.

BROOME area (Australia).

18—8—43 (Wednesday).

BRITAIN.

No enemy air activity.

RUSSIA.

No information.

AFRICA.

The harbour at BIZERTA.

FAR EAST.

No information.

19—8—43 (Thursday).

BRITAIN.

No enemy air activity.

RUSSIA and AFRICA.

No information.

FAR EAST.

Allied Surface units in VELLA GULF (Solomons).

20—8—43 (Friday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over the DONBAS Region.

FAR EAST.

The air-field at MUNDA.

21—8—43 (Saturday).

BRITAIN.

No enemy air activity.

RUSSIA.

No information.

FAR EAST.

Port DARWIN (Australia).

22—8—43 (Sunday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over DONBAS area.

FAR EAST.

The air-field at MUNDA (New Georgia).

23—8—43 (Monday).

BRITAIN.

A town in East ANGLIA.

RUSSIA.

No information.

FAR EAST.

NASSAU BAY.

SIDE LIGHTS.

ON THE EVE. Before the next bulletin appears September 3 will have come and gone and with it will have passed the fourth year of the most terrible war that history has known.

1940 was Hitler's year, the year of his Wehrmacht, and *Luftwaffe*, the panzer and the *blitz*, when the countries of EUROPE fell one after another. But before the year ended his career was arrested over British skies and in the African deserts.

In 1941, Hitler switched his hopes from his *Luftwaffe* to the U-boats, and his ambitions from the BRITISH ISLES to the British Empire. The year began well for him. Success followed success—YUGOSLAVIA, GREECE, and CRETE fell. Rebellion broke out in IRAQ; the fifth column became busy in SYRIA and PERSIA. Hitler's victorious armies threatened LENINGRAD and MOSCOW, Wavell was pressed back in AFRICA. But, before the year ended, Wavell's genius had saved the MIDDLE EAST and Stalin's had stemmed the advancing hordes at the gates of his capital.

In 1942, Hitler's ambition took a wider sweep, and passed from continental to global conquest. Von Bock was to seize the Caspian, and Rommel EGYPT, while he

himself, in a gigantic pincer movement, was to join hands with Tojo in INDIA. But EL ALAMEIN and STALINGRAD shattered his hopes for ever. This was at the end of 1942.

1943 has already begun well for the Allies. Expelled from AFRICA, Hitler has been shut up in his European fortress. Allied successes are coming one after another—TUNISIA and SICILY; OREL, BYELGOROD and KHARKOV; GUADALCANAR, MUBO and MUNDA; ATTU, KISKA and SEGULA. QUEBEC has followed CASABLANCA; Hitler must follow Mussolini. Four more months remain. Each year has ended well for the Allies, much better than it began: 1943 cannot end unlike 1940, or 1941 or 1942.

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QUEBEC. The QUEBEC talks have ended, though its decisions must remain a secret till they are revealed in action. But one thing is certain, that the decisions of QUEBEC will have a wider scope than those taken at CASABLANCA. The Anglo-American offensive or offensives, synchronising with the Soviet Summer offensive on the Donetz front, may include ITALY, the BALKANS, and western EUROPE. Simultaneously the war against JAPAN will undergo intensification. We are told that plans 'made with as much scientific thoroughness as those against GERMANY' are ready for new offensives against JAPAN.

Along the whole of the North African coast Allied assault forces are concentrating—armies superbly equipped, great fleets stretching from the 'Toe' of ITALY to the French-Spanish frontier, and air-forces, in squadron after squadron. It is rumoured that Gen. Eisenhower may command the invasion of the BALKANS, and that an 'Englishman' has been appointed to take charge of an invasion through FRANCE and for the LOW COUNTRIES. Lord Louis Mountbatten has been appointed Supreme Allied Commander in South-East ASIA.

German propagandists are at their wits' end, look foolish and can only repeat their old lies. They have exhumed the Bolshevik bogey, dead and buried when the Comintern was dissolved. They have revived the legend of differences between RUSSIA, AMERICA and BRITAIN, though even in their own country it is not believed. 'In spite of continued reports of dissension,' says a BERLIN broadcast of August 12, 'it has become clear that MOSCOW, LONDON and WASHINGTON are spreading these reports only for subversive reasons'. German propaganda has also made much fuss over the recall of the Soviet Ambassadors M. Maisky and M. Litvinov, from LONDON and WASHINGTON, forgetting that with Victory in sight, their presence at the Russian capital, and their ambassadorial experience have become necessary to settle post-war problems.

Lying propaganda and bluffing will pay dividends no longer. The United Nations are on the march at last. In the words of Gen. Smuts, 'A great turn has come in the war. It has been a long road. Hard and bitter fighting lies before us. Yet, we know that the end is in sight. We know that we can win, and we are determined we shall win.'

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TOTTERING. The outer bastions of Hitler's European fortress are tottering. 200 Germans were killed and 300 injured in a railway 'accident' engineered by French patriots in the Ile et Vilaine Department. Resistance groups in FRANCE have been called upon by the Allies to hold themselves in readiness to rise on 'J' day at 'H' hour, and the German overlords have issued an ultimatum to lay down arms before Aug. 24, under penalty of death.

DENMARK. Clashes have occurred in DENMARK between the Germans and the Danes. Trains have been wrecked. The Workers' Organisation has called for a general strike. A state of emergency has been proclaimed in 6 towns, including ODENSE, AARHUS and AALBORG. The Dansk Aluminium Fabrik, the largest Danish Aluminium factory in COPENHAGEN, has been blown up. The electric station supplying power to E. JUTLAND has been destroyed. Regular fighting has broken out between German and Danish soldiers at SVENBORG.

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THE HOARE-FRANCO TALKS have ended and Sir Samuel Hoare is returning to LONDON to report. As the western Mediterranean may become a battle-zone at any time, TANGIER has come into importance again. The talks have revealed the necessity of neutralising TANGIER, infested with German elements, in order to secure the safety of GIBRALTAR. We understand that Sir Samuel has taken a firm attitude. General Franco is reported to be willing to do everything possible towards the continuance of good relations.

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WILL TURKEY ENTER THE WAR? While there is a strong party in TURKEY favouring isolation, circumstances may compel a change of attitude. With the approach of Allied victory now no longer in doubt, TURKEY should cast wistful eyes at the coming Peace Table, longing for an influential seat there as a belligerent; she has great interests at stake, especially in the BALKANS. She may join the Allies as soon as the Allies have occupied GREECE because, if attacked, she could then be easily protected by Allied arms from GREECE, the Greek Islands, and the MIDDLE EAST.

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THE SOFTENING OF CALABRIA. The *Neu Nurcher Zeitung* states that the Germans are preparing to defend ITALY at all costs, regardless of what Badoglio may do. The ALGIERS Radio has replied and warned the Italians that ITALY will share the same fate as SICILY, if the Germans are allowed to use it as a battle-ground. CALABRIA, that is, Southern ITALY, has also been warned, 'The Germans have withdrawn to Calabria. If they are allowed to continue Germany's war on Calabrian soil, they will only sow the seeds of further destruction. You, men of Calabria, you can and must prevent this from happening. The Germans have to depend on you for supplies, transport and communications. In CALABRIA especially, the Germans are at your mercy. Calabrians, prevent the Germans, at all costs, from using your vehicles, your fuel depóts, your railways and your telephones.'

Gen. Alexander has added, 'GERMANY is in a jam. The Germans cannot possibly do coastal defence of the Italian mainland. It must be done by the Italians. If the Germans withdraw to N. ITALY, then the Italian divisions in the BALKANS will want to go home—these divisions GERMANY must replace. If S. ITALY is taken, it means we have linked hands with the BALKANS and are in touch with S. FRANCE.'

So the softening of CALABRIA goes on apace, with bombardment by sea, land and air, creating a bottle-neck in the Toe. Railroad yards, stations, bridges, highways, beaches, have been blasted. REGGIO DI CALABRIA in the 'Toe' has been evacuated. The military evacuation of ROME is in full swing.

CENTRAL AND NORTHERN ITALY. fare no better. Clashes are reported between the Police and the Military and the peace-demonstrators. Public feeling runs high that there is less freedom under Badoglio than under Mussolini. Italians attempting to flee across the border have been refused frontier passes. Telephonic communication with SWITZERLAND has ceased. The weight of Allied air raids has descended on AVERSEA, BENEVENTO, CANCELLO, POMIGLIANO, DARCE and SALERNO, all near NAPLES. The Axis has been losing fighters at the ruinous rate of 114 in 4 days.

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"OUR OWN KHARKOV." KHARKOV fell on August 22 to the Soviet troops. The German News Agency naively and quietly observes, 'Last night, *without being subjected to enemy pressure* German troops *evacuated* the city of KHARKOV according to plan. The German lines were *considerably shortened as a result of the disengagement movement.*' What a distortion of truth! The enemy did not evacuate quietly; but was driven out after fierce fighting. The loss of KHARKOV was not to German advantage; but has developed a threat to the German occupation of the UKRAINE. Let us hear Stalin :—

'To-day troops from the Steppes, in co-operation on the flanks with troops from the Voronej and S. W. Fronts, as the result of *fierce fighting broke the enemy's resistance* and occupied the town of Kharkov. Thus the second capital of the Ukraine, *our own Kharkov,* has been liberated from the yoke of the Hitlerite scoundrels'. The italics are ours and they show the nature of the battle which preceded the capture of KHARKOV and the importance attached to the event. In commemoration of the victory of his 'dear KHARKOV' Stalin has renamed certain divisions 'Kharkov Divisions', and has prayed for 'eternal glory to the heroes who fell in the struggle for liberty and the independence of the motherland'. Marshal Stalin's Order of the Day containing these sentiments was broadcast in 23 wave lengths, preceded by peals of bells ringing the first bars of 'Great and Bountiful is our Country'. MOSCOW announced the news with a salute of 324 guns. The whole sky of MOSCOW erupted in balls of fire; Véry lights formed vast arches over the Kremlin and all through the night rockets and tracer shells lit up the city.

The importance of KHARKOV will be apparent from the fact that in less than two years it has changed hands four times; first, it fell to the Germans in October 1941; it was recovered in February 1943; was lost again in March; and has now been recaptured.

Before it fell into enemy hands, KHARKOV was the biggest tank-producing centre in Russia, with 900,000 workers. Its aircraft factories were some of the largest with a monthly production reaching four figures.

Before KHARKOV fell for the first time, its factories had been removed to the Urals and it is the tanks manufactured in the Urals in these factories that have recaptured KHARKOV now.

KHARKOV is now in ruins but its strategic importance remains. KHARKOV, with its vital railway links, is the lynch-pin E. of the Dnieper, from which the Germans threatened every key-point from MOSCOW to the CAUCASUS. With its fall, the way is now open to the UKRAINE and the position of the Germans E. of the Dnieper is endangered. The Soviet offensive is in full swing, past KHARKOV towards STALINO across the Donetz basin. 'The Spring flood of enemy units is storming our positions' admits the German High Command, 'Breaches have been made in our lines and fresh enemy troops are pouring through in continuous waves to widen the gap.'

KISKA has been taken over by American and Canadian troops. The landings began on Aug., 15. The Japanese had previously evacuated the island, probably in surface ships under cover of fog, and presumably because their supply-line had been cut by the earlier capture of ATTU, and the earlier bombardment of KISKA itself by sea and air. Over 5,500,000 lbs. of bombs had been dropped since last August and 59 combatant and non-combatant enemy ships had been sunk.

As the first instance of voluntary Japanese withdrawal the evacuation is suggestive. For the first time the Japanese have abandoned an important post, described as a dagger pointed towards TOKYO. KISKA is the shortest road to the Japanese Empire. It shows that the Japanese are on the run, with their navy dispersed and hiding. For the first time discretion has been practised as the better part of valour—no 'fanatical last ditch stand' in this case, but escape cunningly devised and carried out in darkness.

So much for the enemy. The Allies have now a proof that the enemy has begun to realise their growing Pacific strength. The N. Pacific routes have been secured, and the northern road to JAPAN has been opened, while JAPAN has lost not only her northern observation posts but also her control over a line of communications between AMERICA and RUSSIA.

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IN S. PACIFIC. The fall of SALAMAUA is imminent. The Japanese have been driven from the out-posts, GOOD VIEW JUNCTION MT. TAMBU, ORODUBI and KOMIATUM.

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"TORNADOES" *The Daily Telegraph* gives the following description of the new British bombing method as described by a German writer:—

"At the beginning of a raid the R. A. F., marks its target areas by a series of 'rings' of green flares and the following waves of bombers drop their bombs in the periphery of the 'rings,' so as to cut off the German A. R. P. personnel and to prevent it reaching these districts. Then the interiors in the 'rings' are littered with bombs and incendiaries.

"The terrific heat causes a vacuum in the bombed districts and the air rushes in from other parts of the Town. In this way regular tornadoes arise.

"They are so great that people are thrown flat on the ground, and fire brigades cannot get to the *blitzed* areas with their equipment."

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WAR LEGISLATION IN PUDUKKOTTAI 1. A PUDUKKOTTAI Order prohibits the import of paddy, rice, millets, pulses or grams into the State without a permit from the appropriate officer of the MADRAS PROVINCE.

2. The Cotton Cloth and Yarn Order prohibits forward contracts in these commodities from August 10.

3. The Pudukkottai Starch Control Order prohibits the use of wheat, without permission, for the manufacture of starch, and the sale, except as may be fixed, of starch, without a license.

4. The Pudukkottai Sugar and Sugar Products Control Order requires a Controller's licence for dealers. The Controller may fix type, quantity and price. He may also allot quotas for any area or market, direct the supply to areas, markets and persons, in such quantities, of such types or grades, at such times, at such prices and in such manner, as may be neccessary.

HIS MAJESTY THE KING CONGRATULATES THE CONQUERORS OF SICILY.

1. MESSAGE TO GENERAL EISENHOWER.

On the final accomplishment of the occupation of Sicily, I wish to send to you and to all members of the Forces that you command with such distinction, my heartfelt congratulations on a great achievement.

Throughout the British Empire, we have watched with admiration the ordered progress of the campaign by sea, by land, and by air, and we rejoice at this successful conclusion.

I should be grateful if you would convey to my British and Canadian troops a special assurance of my pride in their share in this victory.

2. MESSAGE TO MR. CHURCHILL.

The invasion of Sicily has proved a model of planning and execution. Though its success is, of course, largely due to the gallantry and efficiency of the sailors, soldiers, and airmen engaged in the actual operation, I feel that a very special tribute should be paid to those who, with their American colleagues and comrades, were responsible for its organisation.

For months past, they ave laboured devotedly and with skill, of which the fruits of their labour are the most conclusive proof, to ensure that every man, every ship, every aircraft and every item of equipment arrived at the right place, in the right order and at the right time.

I shall be grateful, if you, as Minister of Defence, would convey to all who were engaged, directly or indirectly, both at home and overseas, on this immensely important task, my hearty congratulations on the manner in which they have discharged it, and on the magnificent contribution they have made towards the supreme end of winning the war. In saying this, I am, I feel sure, giving expression not only to my own gratitude, but to that of all in the British Empire.

PURPOSE OF CHURCHILL'S TRANS-ATLANTIC VISIT.

Wickham Steed.

Though political consequences must follow military blows so crushing as those struck by the Allied forces in Sicily and Russia, they may not follow immediately. Nor is it certain that even the fall of Kharkov or the complete conquest of North-Eastern Sicily will at once bring on a crisis. Cumulatively every Allied blow helps to break the Axis confidence. Yet the Axis will strive to recover from each single blow before surrendering to the weight of them all.

The purpose of Mr. Winston Churchill's trans-Atlantic visit is to co-ordinate them all so that the Axis cannot recover.

Comparisons between August 8, 1918, which Ludendorff called "a black day" for the German army, and August 5, 1943, as the blackest day the Germans have yet known

in this war may be quite misleading. In 1918, Ludendorff still hoped to save German militarism as a system. It was saved. He and the German General Staff then used Hitler and Nazism as their instrument in preparing a future war.

To-day, the German soldiers know that, even were they to discard Hitler and Nazism as King Victor Emmanuel and Badoglio have discarded Mussolini and Fascism, they could not save German militarism from destruction. In Italy, Badoglio may be thinking similar thoughts. In the satellite countries like Rumania, Bulgaria and Hungary too, many prominent men and influential classes feel themselves too threatened for them to display laxity in accepting Allied terms for peace. They would sacrifice their peoples rather than themselves. Nor can it be forgotten that many years of dictatorial rule may have deprived those peoples of their resilience.

Widespread underground movements certainly exist. In countries like Greece, Yugoslavia and Poland with traditions of freedom they defy terrorism and secret police. Elsewhere, they may only become powerful when Allied force has broken terrorism and crushed the secret police. For these reasons force remains the only remedy.

Against Germany in particular it is still the supreme argument. The German people, once taught that might is right, are indeed perplexed by the confession of Goebbels that they must endure in their cities the superiority of Allied might in aerial bombardment. After Cologne and Hamburg, Mannheim and Ludwigshaven are now devastated. Civilians from Stettin and Berlin are swelling millions of evacuees in Central and Southern Germany. The process will and must continue until the German people awake from their dream of world mastery and submit to inexorable defeat.

The Allies' policy and strategy are based solely on this expectation without fixing any early date for its fulfilment. Allied insistence upon unconditional surrender presents a settled policy. Terms for peace will not be negotiated with any Axis country or with the satellite governments.

The United Nations are fighting for permanent peace, not alone for military victory in itself. Compromise with the Axis is excluded. It must be expected that when the Axis understands that this is the unchangeable resolve of the Allied Governments and peoples, the men and systems threatened with destruction will offer desperate resistance. Then the peoples whom they have betrayed and sacrificed may help to sweep them away.

Allied statesman and soldiers reckon with this possibility without counting upon it. Every success inspires them to redouble, not to slacken, their efforts. It is in this light that Mr. Churchill's visit to Canada and the present and future Allied successes should be viewed.

SICILY, THE STEPPING STONE TO ITALY.

J. A. Sinclair Pooley.

(Condensed from "The Sunday Express").

Most people think of Sicily as a glorious Garden of Eden perpetually bathed in sun shine and covered with bright flowering plants and trees and luxuriant fruit orchards. This is true of the coastal areas and the western plain, but the interior is the roughest, most barren and mountainous of all the Mediterranean islands.

Unlike the Neapolitans, joyous and light-hearted, the Sicilians are intense, serious, and take their pleasures without exuberance. Centuries of bad rule and exploitation by

foreign races, combined with the ever-present menace of Nature in the form of volcanic eruptions and earthquakes of vast dimensions, have hardened them and made them fatalistic.

This, with the warm climate, may also account for the laziness which seems inherent, especially in the eastern half of the island.

ADVANCE OF BOILING MUD.

On the slopes of Etna, devasted again and again, I have watched the villagers calmly contemplating the advance of the foul river of boiling mud as it destroys everything in its way. They know that nothing can stop the destruction till the giant goes to sleep.

Like the British, the Sicilians are welded from many different stocks. Greeks, Phoenicians, Romans, Saracens, French and Spanish ruled the island before Garibaldi in 1860 finally made it Italian. Of all these occupant races the Greeks, with their temples, and the Normans have left the greatest imprint on the island.

Probably never since the days of the Norman kings have the Sicilians been really happy. Walk into a back square and you may find a *contastoria* reciting to a crowd of children the old heroic tales of Roland and his knights. The scenes portrayed by the Sicilian marionettes are taken from the days when knights in full armour fought the battles.

The richly painted panels on the Sicilian carts represent scenes and adventures of Charlemagne and his Court.

The architectural glories of Palermo, the capital, were due to the Norman kings, and the Capella Palatina in the Royal place is the finest blend of Norman, Arab and Byzantine art in existence.

It is not known what damage has been done to these edifices, though the Italians mounted A. A. guns on the dominating tower of Monreale, asking for trouble. But the Convento di Cappuccini and the Church of S. Spirito are reported severely damaged.

In the former was a gruesome collection of thousands of mummified bygone Capuchin monks grinning and leering at the inquisitive. Many tourists will have grim memories of walking among them.

OLD OLIVE GROVES.

The coast of Sicily is a garden of luscious fruits. Olive groves planted in 960 A. D. still yield abundant fruit; orchards of oranges, lemons, bergamots, tangerines, pomegranates, almonds and fig trees spread from the shore up the hill sides.

Around the slopes of Etna the fig tree is greatly welcomed, as it is the only tree that forces its roots deep down into the solid lava, breaks it into dust and thus allows the soil to become fertile once again.

The port of Marsala is in the extreme west and on the surrounding plain grow the special vines from which the wine is made.

In the counting house of one firm I read a letter from Lord Nelson in 1880 ordering, 500 pipes (54,000 gallons) of Marsala wine for his fleet.

Here Garibaldi and his Thousand landed under the protection of two British corvettes for the conquest of the island.

At Messina, hard by the harbour peninsula on the shores of the Straits, is the cemetery a grateful King of Naples gave Nelson for the burial of his dead after the Battle of the Nile.

GERMANY'S REVISED DEFENCE SCHEME.

Wing Commander L. V. Fraser.

The heavy bombers of the Royal Air Force, and the United States of America's Air Force that desolated Hamburg with some 10,000 tons of high explosive in the recent almost unbroken ten days of attack, did so in defiance of the most elaborate defensive system of the Reich. To protect this great port and the industrial centre of 1,700,000 people, the Germans rushed as many fighters as could be spared from other urgent duties. Hamburg was ringed and dotted with anti-aircraft guns of every description planted with unbelievable density. Yet bombers got through.

Defences of the most heavily bombed districts in Germany are constantly reinforced. Even for the 1,000-bomber raid on Cologne more than a year ago, there were 500 heavy and light guns and at least 150 searchlights round the city. The Ruhr then had a much larger number of all types of ground defence weapons than other parts of Germany. The state of weather, the length of the night and the fact that certain industrial areas in the same district have been attacked repeatedly in a short period, gives the enemy some idea where the next month's raids are likely to fall.

The enemy has also heavy guns mounted on special railway wagons. These are rushed to areas under attack.

BELT OF SEARCHLIGHTS.

At the time of early attacks on the Ruhr, Allied bombers striking in from the coast first met a belt of searchlights and flak arranged in groups of every five miles. Beyond that belt there were only scattered night fighters to be dealt with, until searchlights and flak protecting targets were encountered. When night fighters went up, the flak ceased. To-day, not only is every Junkers-88 which the Germans can spare being converted into a night fighter (it was originally a bomber), but the fighters have to attack through their own shell fire.

More, the entire defence system from the coast has been completely altered. At the coastline, fighters rise to meet the incoming bombers. The inland belt of searchlights has been removed, but the strategically situated pockets of searchlights and flak still remain—the whole way to the target. Overhead, fighters patrol. The chief difference, however, occurs over the target. In the Ruhr, searchlights and guns were concentrated from all over the Reich. They used to be in groups. Now so many are clustered together that at times the whole sky over the Ruhr seems evenly illuminated.

THE GERMAN AIR FORCE PUZZLE.

COMPARATIVE INACTIVITY OF *LUFTWAFFE*.

Paul West.

For some time now a strange hush has fallen on Goering's *Luftwaffe*. In the absence of reliable figures regarding German aircraft production, losses at the front, the training of air crews and oil supplies, it is not easy to ascertain the real reasons for this reticence.

Exceptionally cautious observers do not believe that it is due to weakness alone. They believe that the present comparative inactivity—particularly in the matter of attacks on England—may be due to a deliberate husbanding of strength, with a view to a last desperate assault of the German military machine against Russia, or intensive attacks on Allied detachments landing on the coasts of Europe, or even a renewed large scale attack on the British Isles. The generally accepted view in Allied circles, however, is that this reduced activity of the German air force is not deliberate but is imposed by hard necessity. The *Luftwaffe* dreads nothing more than a fight on two fronts in Europe. From the outset of the war, it has tried to avoid it.

Only a little while ago the Stettin *Ostsee-Zeitung* regretfully observed that retaliation for the British air attacks on Germany would only be possible if part of the German air force were withdrawn from the Russian front.

DOUBTFUL PRODUCTION CLAIMS.

Field Marshal Milch, it is true, recently said that, compared with 1941, aircraft production had doubled; and Speer, Minister of Munitions, declared that in spite of the Anglo-American air raids on Continental armaments factories, aircraft deliveries to the front had never been a single aircraft short. Statements of this kind, however, mean very little.

According to the London *Daily Telegraph*, for instance, a technical expert who returned to Stockholm from Berlin only last March stated that in 1942 aircraft production in Germany had dropped by 50 per cent compared with the preceding year. The Russians have ascertained from the factory marks on German aircraft they have captured that these machines were not taken from reserve stocks but had come straight from the factories. This implies that the reserve stocks must be very seriously depleted. What Herr Speer said may, therefore, be literally true, but it probably gives a very false idea of the *Luftwaffe's* real situation.

GERMAN AIRCRAFT LOSSES.

This is not surprising, as a glance at the list of German losses will show. According to official British statistics, 2,475 Axis aircraft, mostly German, were destroyed in North Africa in the 13 weeks' fighting between the break-through at El Alamein and the conquest of Tripoli. It is well to remember that, from the point of view of the numerical strength of the aircraft squadrons employed, North Africa may be regarded as only a secondary theatre of war. During the fighting in Tunisia the Axis forces have sometimes lost as many as 200 planes a day.

According to official Russian statistics, the *Luftwaffe* lost 5,090 aircraft in the 4½ months between November, 1942, and March, 1943; 1,490 of these fell into Russian hands. What is remarkable is the large number of planes that were lost on the ground owing to the rapidity of the Russian advance. Over 800 bombers are said to have been destroyed or captured in this way.

Clearly, Germany is bound to feel such blows. Conversely, Allied strength in the air is rapidly growing.

According to American estimates, the output of aircraft factories in the United States will amount to 10,000 and that in Great Britain to 3,500 machines a month. In addition there is the very considerable Russian output of aircraft.

QUALITY DETERIORATING.

As regards quality, Germany has now fallen far behind the Allies. In consequence of the rapid advance in the technique of Anglo-American aircraft production Germany has constantly to make changes in her own designs and methods of manufacture. This, of course, creates considerable difficulties. On the one hand, mass manufacture is essential if it is to keep pace with Allied production. On the other hand, mass production makes a rapid adaptation of the planes to new methods of manufacture practically impossible.

The British and the Russians declare that German Stukas (dive-bombers) must now be regarded as obsolete. They were turned out by mass production, which must now be very hampering for the German aircraft industry. For a long time the Nazis have not been able to produce any outstanding new types, whereas Anglo-American production has proved to be adaptable, and has turned out a large number of new models.

THE OIL PROBLEM.

A further very serious factor is that of the oil supply. Oil statistics are something like a secret science, but one thing is certain : Germany's only sources of supply are the Rumanian oilfields and the synthetic petrol factories. Their aggregate output is not sufficient, however, to supply oil for the whole of the Axis forces and the whole of European industry which is working more or less for Germany.

Everything points to the fact that probably Germany is forced to " ration " her use of the air force. Even the Nazis no longer consider it the decisive weapon " No. 1 " as Hitler and Goering once hoped. This may be gathered from a remark of Admiral Doenitz, who openly admitted recently that " Great Britain can only be beaten at sea."

The Essen *National-Zeitung* asks impatiently why reprisal raids on Great Britain are only undertaken after attacks on Berlin, and not after the bombing of the Ruhr. It must be borne in mind that this paper is in close relations with Field Marshal Goering. The fact that it now dares to make veiled attacks on the heads of the *Luftwaffe* confirms the fact that something is wrong with what was once Hitler's élite force.

GERMAN ARMY'S MORALE.

(*The Daily Telegraph*).

German army's morale is still in the main good, though not to the same degree as in 1941 at the beginning of the Russian campaign.

That, I think, is adequately borne out by the stubbornness of the German resistance in Sicily, at Byelgorod, Orel and Kharkov. Though the morale of the troops in Norway and North Finland has deteriorated to an amazing extent—1,500 deserters are at present confined in concentration camps at Kirkness and Alta in Northern Norway—it would be safer to attribute this to boredom or inactivity rather than to any organised spirit of revolt. Anxiety for the safety of the loved ones in bombed cities, the inadequate training now given to recruits, the discovery that the much-boasted new weapons are not superior to those of the Russians have all naturally served to weaken morale. But the German armies are still a formidable striking force wherever they are met, and it would be wiser not to forget that.

On the home front Germany is naturally far weaker than in the front line. Here again, however, it is necessary to distinguish between the blitzed areas of the west and the remainder of Germany. Berlin constitutes a case by itself. Morale here is probably

worse than anywhere else in Germany, and Goebbels' announcement of evacuation of the capital has caused a state bordering on panic. The population is still busy digging slit trenches and shelters; there is one subterranean gallery beneath the Wilhelmsplatz near Hitler's Chancellery, which Berliners have already nicknamed the 'way back', referring to Hitler's ride to power in 1933 from the Hotel Kaiserhof to the Reich Chancellery.

Summing up from this observation point—an assessment based on opinions of responsible men regularly visiting or domiciled in the Reich—I would say that the German people are not yet ripe for revolt. They have not yet completely shaken off the apathy of 10 years of Nazism, and they still have confidence in the army to stave off ultimate disaster. Also they are too closely watched by the Gestapo. And they do not possess any alternative leader to Hitler big enough to overthrow the régime.

Only one thing, in my opinion, can break down the Nazis, and that is a resounding military defeat of the German armies on land, coupled with the misery of increased air 'blitz' during the coming winter. When these two factors exist, and not before, the morale of the German home front will finally crack. Before that it would be mere rash optimism to count on an easy bloodless victory over a country which still has powerful unbeaten armies, equipped with first class weapons and led by determined, capable professional soldiers.

ALLIED TRANSPORT—SMASHING STRATEGY SUCCEEDS.

A. J. McWhinnie.

From now onwards every German convoy smashed up by bombs, gunfire, torpedoes or mines takes on a new significance. Shortage of tonnage, shortage of skilled seamen, particularly navigators, shortage of oil and fuel for ships, and losses of locomotives and railways are all producing difficulties for the German leaders responsible for swift movement of troops to meet new Allied military threats.

Berlin radio commentators have been ordered to create the impression that their merchant shipping position is likely to be improved because "British speed boats are nearly all being switched to the Mediterranean." The truth is that a large number of British fast deadly midget warships are now operating round Sicily and off the Italian mainland. But at the same time German convoys are still being attacked on Hitler's side of the English Channel and the North Sea.

NO RESPITE FOR GERMAN CONVOYS.

There is plenty of evidence round the coast of Britain that the Royal Navy is now big enough to allow for flotillas to be detached for operations in widely scattered waters. In transferring motor torpedo boats and motor gun boats to the Mediterranean, great care has been taken to ensure that increased attacks on German coastal convoys can be kept up. As the hours of darknesss increase with the approach of winter, I anticipate more news of crippling blows struck at vital German coasters and their escorts by British cross-Channel and North Sea warships and Allied aircraft.

RESULT THE SWEDISH BAN.

Further strain is now placed on German shipping by the Swedish decision to stop the transit of German troops between Norway and Germany. It is estimated that at least one third of German shipping tonnage operating between Germany and the Norwegian ports carrying munitions and supplies will now have to be switched over to transport of troops which formerly went by land across Sweden. The more ships

Germany uses for this journey and the more men the ships carry, the more targets Germany presents to British naval units and Allied bombers operating off the Norwegian coast.

THE LONG ARM OF SEA POWER.

Britain and America because they have sea-power have a long arm which can punch the Axis where the Allies wish. Ships can land troops guns, tanks and supplies at one or many of the hundred different Hitler's beaches. Only with speedy transport can German Generals be certain of bolstering up places where punches are being delivered. That is why it becomes imperative for every possible ship to be preserved for the moves yet to come, ships to relieve bombed and battered railways. That is why every little German coast-hugging convoy is given a terrific screen of fast E-boats and minesweeper escorts. Yet German ships are still being sunk.

GERMAN DESTROYER SHORTAGE.

The Germans know that Britain's coastal convoys are escorted by destroyers as well as lighter warships. Germany cannot use destroyers for her convoys. She is woefully short of these. I doubt if she has a score of destroyers available all told. And they are needed round Germany's powerful but idle battleships still keeping away from sea war, but available for the ultimate protection of Norway.

Current war news makes it increasingly plain that the long-term pattern of Allied strategy—smashing and dislocating all forms of transport—is yielding a good dividend. Germany's sublime and concentrated faith in U-boats and the *Luftwaffe* to the exclusion of an active navy and merchant navy was a war policy which is turning out to have been rotten at the core.

WHAT BRITAIN HAS DONE.

I—THE ARMY AND AIR FORCE.

Britain was the first country to go to war with Hitler without being attacked herself. Having gone to war, what did she do? Of course she made mistakes. Of course there were muddles. To err is British: But to learn, to work, to hold on and never let go, and to win—that is British also.

After Dunkirk, most of the world thought that the British Army was "finished."

"Are we"? said the British Army.

And it did not merely say it. It recovered, reformed, resurged. It acted.

Italian East Africa and Abyssinia; Madagascar; Libya and Tunisia; Pantelleria, Lampedusa and Sicily.

These are the British army's answers to doubters, and they were not easy, ready made answers. Into their making went an endless amount of blood and sweat, toil and tears.

In the first three years of the war the British Army did not fight a single major campaign in which it was not outnumbered by the enemy.

The British army has not only fought the enemy on the battlefields of Europe, Africa and Asia, but has also performed the key task of containing the enemy in strength in Iceland, the British Isles, Gibraltar, Malta, Cyprus, Palestine, Iraq, Syria, Persia, Madagascar, India.

In the East African campaign British troops in a few months conquered Abyssinia. The first country to go under to Axis aggression was the first to be freed.

British troops swiftly overran Italian East Africa, despite the fact that at the start of the 1940 campaign the British forces in the Sudan sector were outnumbered by almost ten to one.

In the East African campaign in 17 days (March 1—17, 1941) the columns under the command of General Cunningham drove 744 miles from Mogadishu to Jijiga—an average of nearly 44 miles a day.

This is the fastest military pursuit in history, and is approached only by the record of the eighth army in 1942—43.

General Cunningham's troops in the East African campaign advanced in all 1,725 miles to Addis Ababa in 53 days.

Over 500,000 enemy troops were put out of action in the African campaigns.

Over 100 Italian Generals are now British prisoners.

The British Eighth Army under Generals Alexander and Montgomery routed the Axis forces in the victorious Battle of Egypt (October—November, 1942).

In 19 days (November 4—23, 1942), the British Eighth Army advanced 830 miles from El Alamein to Jedabya. That is an average of over 43 miles a day. In 80 days (42 excluding pauses at Agheila and Buerat) the Eighth Army advanced 1,400 miles.

These successes in Africa were achieved 12,000 miles by sea from the main base in the British Isles.

More than 70 per cent of all the casualties suffered by the armies of the British Empire in all the campaigns of 1940 and 1941 were suffered by United Kingdom troops.

Fifty-eight per cent of the 13,600 total casualties of the Eighth Army up to November 10, 1942, were United Kingdom troops.

The British First Army, with its paratroops, headed the Allied drive into Tunisia in November 1942.

II—PROGRESS OF THE ROYAL AIR FORCE.

LUFTWAFFE BEATEN HANDS DOWN.

The Royal Air Force has fought on pretty nearly every front in this war.

In the last two years the R. A. F., in all theatres of war, has sunk or seriously damaged more than 1,250,000 tons of enemy shipping.

The Royal Air Force decisively defeated the *Luftwaffe* in the Battle of Britain.

On August 15, 1940, British pilots shot down at least 181 enemy aircraft for certain, and on September 15, they shot down 185.

The number of German machines actually destroyed was almost certainly substantially larger than the official figures.

After beating the *Luftwaffe* in the battle of Britain, the Fighter Command moved into the offensive when the Germans turned against the Russians. British fighters swept over the Low Countries and France and defeated the Germans over their own airfields.

More than half of Germany's fighters have been compelled by this means to keep in the West instead of on the Russian front.

To-day the Bomber Command is reversing the incidence of the air war. The Germans are beginning to learn what concentrated air attack can mean to great industrial cities.

The R. A. F's heaviest bomb to-day, which weighs four tons is approximately 16 times greater than the heaviest bomb used during January—March, 1940, and is approximately double the maximum bomb-load in 1939.

In a three-hour raid on Lubeck on March 28—29, 1942, R. A. F. bombers dropped one-and-a-half times the weight of bombs dropped on Coventry in November during an all-night raid by the Germans, i. e., 340 tons against 225.

Four hundred tons were dropped during the first two raids on Rostock on April 23 & 24.

Over 1,000 bombers attacked Cologne on the night of May 30—31, the Ruhr and Essen on June 1—2, and Bremen on June 25—26, 1942.

On March 27, 1943, 900 tons of bombs were dropped on Berlin, twice the weight of bombs dropped by the Germans in their heaviest raid on London.

Seventeen air attacks were delivered against North Italian cities by long-range British bombers between October 22—23 and December 11—12, 1942.

ATTACK ON TURIN.

In the attack on Turin on November 20—21, 1942, a single bomber group dropped 54 4,000-lb bombs and 111,000lb of fire-bombs in under one hour; that is: one 4,000-lb bomb every minute and one 30-lb fire bomb every second.

R. A. F. fighter squadrons and anti-aircraft gunners based on Malta had up to the end of 1942 destroyed 1,151 enemy aircraft over the island and surrounding waters.

Of this total, 773 enemy aircraft were destroyed by fighters for a loss of 195 R. A. F. aircraft, from which 89 pilots were saved; 182 enemy aircraft were destroyed by the anti-aircraft gunners.

Well over 10,000 German and Italian aircraft were brought down by the Royal Air Force and by Dominion and Allied squadrons operating with it, or by British anti-aircraft fire, between September, 1939, and the end of December, 1942.

TOLL OF ENEMY PLANES.

Nine hundred and eighty-one more were brought down by naval and merchant vessels or by the Fleet Air Arm. A very large number of enemy aircraft were also destroyed on the ground—2,000 in the Middle East alone.

Over 11,000 is thus the grand total of enemy machines destroyed, excluding aircraft destroyed on the ground and those brought down in Russia and in the Far East.

BRITISH PERSONNEL.

Eighty-nine per cent of the aircraft, 72 per cent of the air crews and 98 per cent of the ground personnel in Britain, taking the figures as they stood in February, 1942, were products and citizens of the United Kingdom.

Seventy-five per cent of the aircrft, 85 per cent of the air crews and 99 per cent of the ground crews overseas were from the United Kingdom at the same date.

EYES OF THE R. A. F.

Wing Commander L. V. Fraser.

The R. A. F. has a camera with every fighting plane—and they reveal every needed detail and lay bare Nazi secrets in a few seconds. Photographs show to what extent the war potential of the Ruhr has been wrecked. They reveal in detail the burnt and blasted factories, and provide Britain's Bomber Command with up-to-the-minute information about possible targets and chronological results with impartial accuracy when a raid has been made. The Bomber Command offensive, which has been waged so successfully on Germany's war industries and communications, could not have been prosecuted with half the speed and success without the least spectacular item of Allied equipment—the camera.

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The R. A. F. has always been camera-conscious. To-day in the R. A. F., there is no bomber aircraft—in fact there is no combatant-aircraft of any description—that goes out on operations without a camera. Before the bombers attack enemy targets, aircraft of the photographic reconnaissance units go out to photograph the building of new airfields, concentration and movement of troops, erection and repair of arms plants, building of war vessels in enemy shipyards and movements of warships and any damage to them.

PART IN INVASION PREPARATIONS.

These camera raids keep the Allied war staffs informed of everything of military importance in enemy-occupied territory, and from this information the bombing plans are made up. Before a bomber crew leaves the ground every member knows exactly what the target looks like even if heavily camouflaged.

Photographic reconnaissance is vital to invasion before the ground forces set foot on enemy territory; photographs taken by aircraft of the photographic reconnaissance have been converted into maps and scale models and they have contributed largely to the success of the landings in Sicily. A bomber camera is operated with bombs Their release automatically opens the shutter which registers the bombs leaving, and catches them at a few second intervals of their drop, and finally by means of a flash-bomb that is automatically released to light up the target area at the precise movement that it is to strike it, the camera photographs the area of damage.

When 1,000 bombers attacked Essen one night—1,000 cameras recorded every bomb burst. These photographs are studied immediately the bombers return, and each bomb burst is plotted on a map of the area attacked. The number of bombs loaded is known to the last bomb. The numher of strikes is counted carefully. The deficiencies—if any—are accounted for as meticulously as a bank clerk accounts for the last penny in his ledger. And where the bombers have gone the camera must go again. Reconnaissance aircraft return as soon as possible after the raid. As they prepare to run in, the camera shutters are opened and automatically a series of pictures of the area is taken. These pictures, because of the timing apparatus in the camera, overlap one another. If the area is wider than the angle of the lens can take in, the pilot puts another swathe through the area—and goes on putting swathes until he has photographed the whole area.

The 'while-you-wait' development unit will give the navigator a print of his target within two minutes of making the exposure.

Any consecutive two of these photographs make a perfect stereoscopic pair. All bomb-damage pictures are examined stereoscopically by experts back at the Command.

Night pictures taken by a bomber's camera discloses that a factory has been hit. The day reconnaissance picture discloses exactly what damage has been done and to which part of the factory—and whether another attack will be necessary to put it out of commission completely.

BRITAIN'S TECHNICAL LEAD.

British cameras and films are used for all this work. Until the war it was a popular tradition that the Germans had the best lenses and the best emulsions for the film. A careful study of the cameras and the films taken from captured German aircraft discloses that the British manufactures are far ahead. In no particular has it been found necessary to adopt the German principle. British cameras and films started better and have kept ahead.

KEEPING THE JAPS GUESSING.

VALUE OF LIMITED OFFENSIVES AT BOTH ENDS OF LINE.

(*The Sunday Times*).

The capture of Munda and the continued Allied pressure on Salamaua have shown, as expected, that with the promised increased flow of air strength, forward moves of a local tactical nature in these areas are possible. But they show also that, unless some unexpected event radically alters the whole face of the Pacific war, such operations will continue to be slow and difficult.

The Marshalls are the "Orel" of the Japanese north-south line. The Japanese know this well, and their dispositions in these regions show an extraordinary sensitivity to the slightest American move which might give rise to suspicions. Japanese land-based resistance is necessarily limited by the size of these islands, which are widely spaced small atolls with a total area of only 160 square miles; so that, with adequate carrier strength, an attack might well be feasible. This might have repercussions tending immediately to reduce the enemy's grip in the South and South-West Pacific which depends largely on continual replacements of aircraft losses.

Though the Allies' real offensive may await the fall of Hitler, it is likely that Japanese strategists are already poring over maps covering the whole of the Pacific area to guess where our heaviest blow may eventually fall. In these circumstances the advantage does seem to lie in keeping them as fully occupied as possible at the southern end of the line, although this carries with it all the disadvantages of a frontal attack in the most difficult possible physical conditions. The same arguments should dictate the continuance of the same type of limited offensives at the farthest end of the line at Alaska. Operations on the Asiatic mainland may strip Japan of her empire, but the Pacific front is aimed at Japan herself.

PROTECT YOUR SAVINGS.

To invest savings in precious metals, precious stones, land, buildings or manufactured goods is a natural instinct in war-time, but to-day it is a risky long-term method of saving. The prices of gold, silver, jewellery, houses, land and goods have risen steeply along with all other prices; with returning confidence due to war successes these prices will one day collapse, perhaps suddenly, and a large part of your savings may vanish. Use your commonsense to protect the money you have struggled to save.

SAVE SAFELY FOR THE FUTURE.

Your savings will be safe and of permanent value in Government Loans and Savings Certificates.

SAVE A RUPEE A DAY.

Start a Savings Campagin in your home! Use a money-box to put by a rupee a day, or more if you can! Then regularly convert your cash savings into the interest-bearing investments.

CORRECTIONS TO THE BULLETIN No. 157, DATED 31—7—43.

Page 15—Line 12—*for* '6' and '4'—*read* '36' and 'many'.

,, Line 41—*for* 'long-shirts'—*read* 'long trousers'.

Page 16—Line 29—*for* 'Defence'—*read* 'Advance'.

NOTE.

The address of Pudukkottai labourers at present in Assam is:

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c/o No. 6, ADVANCE BASE P. O.

'V' DIARY, 1944.

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THE SECRETARY,
National War Front Bureau,
PUDUKKOTTAI. (South India).

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CLXI. (*Batch 1*).

28- 8-43	Municipal Office	... 6.00 p.m.
29- 8-43	Kudumiyamalai	... 7.00 ,,
,,	Parambur	... 7.30 ,,
30- 8-43	Vengalur	... 7.00 ,,
,,	Konapattu	... 7.30 ,,
31- 8-43	Nachchandupatti	... 7.00 ,,
,,	Virachchilai	... 7.30 ,,
1- 9-43	C. S. M. High School	... 10.00 a.m.
,,	Rani's High School	... 10.45 ,,
1- 9-43	College A English	... 10.45 a.m.
,,	College B Tamil	... 10.45 ,,
,,	Kulipirai	... 7.00 p.m.
,,	Sevalur	... 7.30 ,,
2- 9-43	Kalamavur	... 7.00 ,,
,,	Nallur	... 7.30 ,,
3- 9-43	Panayappatti	... 7.00 ,,
,,	Rangiyam	... 7.30 ,,

LECTURE CLXII (*Batch 2*).

4- 9-43	Municipal Office	... 6.00 p.m.
5- 9-43	Surakkadu	... 7.00 ,,
,,	Kottaikkadu	... 7.30 ,,
6- 9-43	Tiruvarangulam	... 7.00 ,,
,,	Vamban	... 7.30 ,,
7- 9-43	Malaiyur	... 7.00 ,,
,,	Karambakkudi	... 7.30 ,,
8- 9-43	C. S. M. High School	... 10.00 a.m.
,,	Rani's High School	... 10.45 ,,
8- 9-43	College A English	... 10.45 a.m.
,,	College B Tamil	... 10.45 ,,
,,	Ramachandrapuram	... 7.00 p.m.
,,	Rayavaram	... 7.30 ,,
9- 9-43	Viralimalai	... 7.00 ,,
,,	Poruvai	... 7.30 ,,
10- 9-43	Valaramanikkam.	... 7.00 ,,
,,	Embal	... 7.30 ,,

RECRUITING—ADVERTISEMENT—4 p. m.

28— 8—43	Tirumayyam.
29— 8—43	Marudankoneviduthi.
30— 8—43	Konnaiyur.
31— 8—43	Ramachandrapuram.
1— 9—43	Karambakkudi.
2— 9—43	Kilanilaikkottai.
3— 9—43	Pudukkottai.
4— 9—43	Vettamviduthi.
5— 9—43	Embal.
6— 9—43	Kiranur.
7— 9—43	Kudumiyamalai.
8— 9—43	Rayavaram.
9— 9—43	Kulipirai.
10— 9—43	Pudukkottai.

Sri Brihadamba State Press, Pudukkottai. 750—29-8-43